

# **Route 10**

*Updated: September 2005*

Price via Castle Dale to Salina. Price to Emery County - Sevier County line, 1910; thence to Salina, 1912.

## **1953 Description:**

From Price on Route 8 southwesterly, via Huntington, Castle Dale, Ferron, and Emery to Salina on Route 11.

## **1963 Description:**

From a junction with Route 4 near Fremont Junction northeasterly via Emery, Ferron, Castle Dale, and Huntington to Price on Route 8.

## **Approved by 1963 Legislature:**

## **1964 Description:**

From a Junction with Route 4 (Interstate Route 70) near Fremont Junction northeasterly via Emery, Ferron, Castle Dale and Huntington to Price on Route 8, \*\*(\*A) Scanned) 3-20-64.  
\*\*(\*B) Scanned)

**1965 Legislature** (transferred to new alignment in Castle Dale - old alignment transferred to jurisdiction of Emery County) (Transferred to new alignment northeast of Huntington - old alignment transferred to jurisdiction of Emery County.) **1967 Legislature**

\*(C) \*(D) \*(E)

## **1975 Legislature:**

The new alignment of SR-10 from Ferron southerly to Muddy Creek designated SR-10, the old alignment relinquished to Emery County.

**(Description remains the same.)**

\*(F) \*(G)

## **1979 Description 1979 Legislature**

From a junction with Route 70 near Fremont Junction northeasterly to Route 55 in Price.

**1983 Legislature:** Description remains the same.

**1985 Legislature:** Description remains the same.

**1986 Legislature:** Description remains the same.

**1987 Legislature:** Description remains the same.

**1988 Legislature:** Description remains the same.

**1990 Legislature:** Description remains the same.

**1992 Legislature:** Description remains the same.

## **Route 10 Cont.**

**1993 Legislature:** Description remains the same.

**1994 Legislature:** Description remains the same.

**1995 Legislature:** Description remains the same.

**1996 Legislature:** Description remains the same.

**1997 Legislature:** Description remains the same.

### **1998 Legislative Description:**

From a junction with Route 70 east of Fremont junction northeasterly to Route 55 in Price.

**1999 Legislature:** Description remains the same.

**2000 Legislature:** Description remains the same.

**2001 Legislature:** Description remains the same.

**2002 Legislature:** Description remains the same.

**2003 Legislature:** Description remains the same.

**2004 Legislature:** Description remains the same.

\* Refers to resolution index page following.

\*\*Refers to Scanned Computer Resolution index on the following page.

## **Route 10**

### **COUNTY/VOLUME & RESOLUTION NO.**

<b>A.</b> Emery Co. 1/82	<b>B.</b> Emery Co. 1/83	<b>C.</b> Emery Co. 3/8
<b>D.</b> Emery Co. 3/21	<b>E.</b> Emery Co. 5/9	<b>F.</b> Carbon Co. 6/17
<b>G.</b> Emery Co. 6/25		

### **DESCRIPTION OF RESOLUTION CHANGE**

- (A). Relocation - Around the Castle Dale Area.
- (B). Relocation - Around Huntington Reservoir.
- (C). Relocation - North of Huntington.
- (D). Relocation - From Huntington Airport northerly 4.318 miles.
- (E). Relocation - From Ferron southerly to Muddy Creek.
- (F). Re-designation - From Main Street via Carbon Avenue in Price to 1st North Street from SR-55.
- (G). Relocation - New Alignment described in Resolution.

Relinquishment of Realigned Highway  
Change and Transfer in State and Federal Aid Route Numbers  
(Authority: Sec. 27-12-29, UCA, 1953, as Amended)

RESOLUTION

State Route 10

WHEREAS, with the completion of Project F-024-2(3) and

WHEREAS, portions of the old alignment will no longer be justified as a part of the State Highway System, but nevertheless will still serve as a public road,

NOW, THEREFORE, pursuant to the authority of Sec. 27-12-29, UCA, 1963, as amended, it is hereby resolved as follows:

1. That State Route 10 be transferred to the new location created by the completion of Project F-024-2(3) between Engineers Stations 515 + - and 552 + -.
2. That the old roadway between Engineers Stations 515 + - and 552 + - be transferred to the jurisdiction of Emery County and Castle Dale City.
3. That application be made to the U. S. Department of Commerce, Bureau of Public Roads, to transfer that portion of Federal-aid Primary Route 24, to the new location created by the construction of Project F-024-2(3).
4. That by this action State and Federal-aid Primary System mileage will increase 0.1 + - mile, the Emery County "B" mileage will be increased 0.5 + - mile, and Castle Dale City "C" mileage will be increased 0.3 + - mile.
5. That Exhibit "A" attached herewith, illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 20th day of March, 1964.

STATE ROAD COMMISSION OF UTAH



Chairman



Commissioner

SR-10  
82

Wm. Strong  
Commissioner

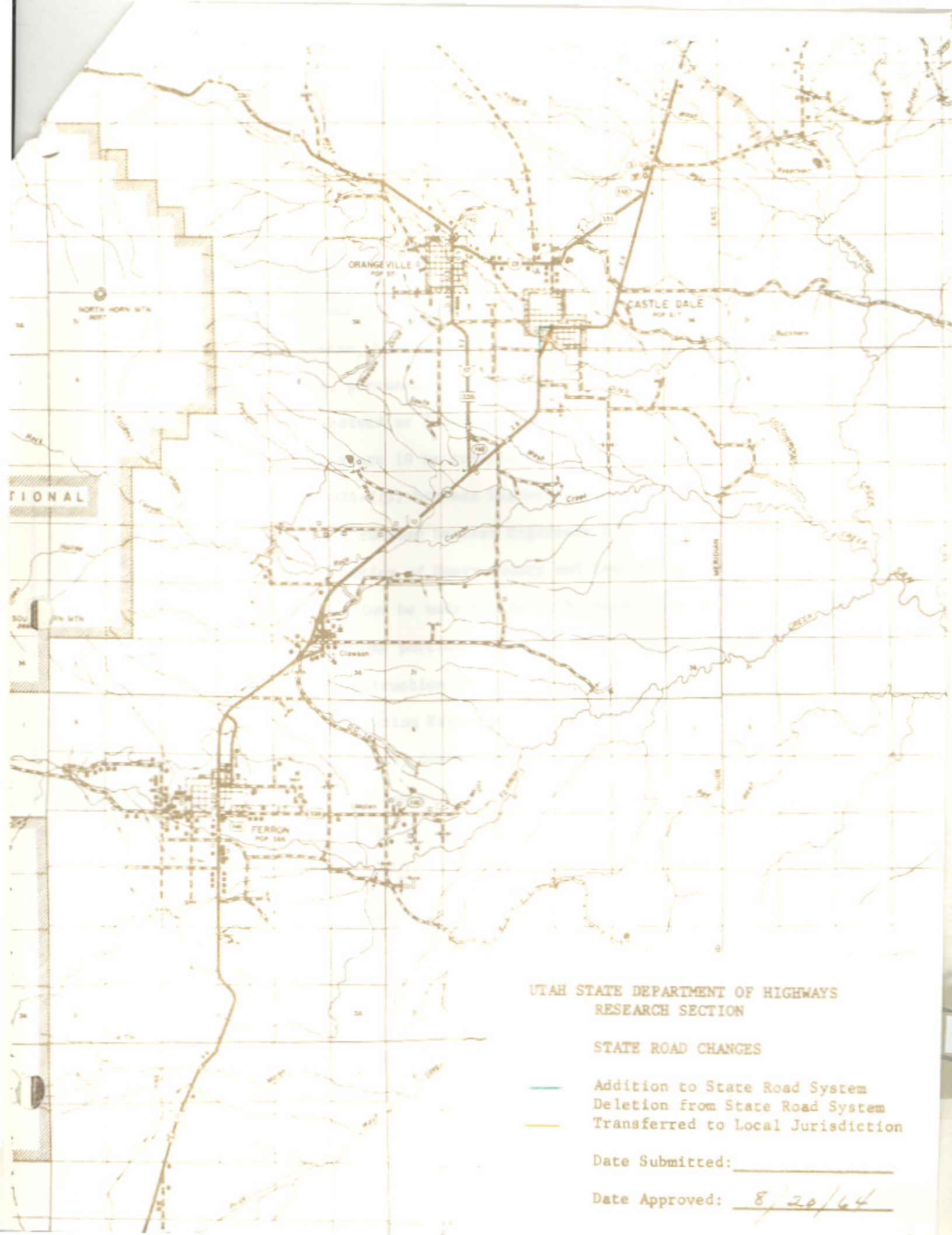
Amos K. Bagley  
Commissioner

W. J. Linnell  
Commissioner

ATTEST:

Clarence Alfred  
Secretary





UTAH STATE DEPARTMENT OF HIGHWAYS  
RESEARCH SECTION

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: \_\_\_\_\_

Date Approved: 8/20/64

Relinquishment of Realigned Highway  
Change and Transfer in State and Federal Aid Route Numbers  
(Authority: Sec. 27-12-29, UCA, 1953, as Amended)

RESOLUTION

State Route 10

WHEREAS, with the completion of Project F-024-2(3) and

WHEREAS, portions of the old alignment will no longer be justified as a part of the State Highway System, but nevertheless will still serve as a public road,

NOW, THEREFORE, pursuant to the authority of Sec. 27-12-29, UCA, 1963, as amended, it is hereby resolved as follows:

1. That State Route 10 be transferred to the new location created by the completion of Project F-024-2(3) between Engineers Stations 515 + - and 552 - -.
2. That the old roadway between Engineers Stations 515 + - and 552 - - be transferred to the jurisdiction of Emery County and Castle Dale City.
3. That application be made to the U. S. Department of Commerce, Bureau of Public Roads, to transfer that portion of Federal-aid Primary Route 24, to the new location created by the construction of Project F-024-2(3).
4. That by this action State and Federal-aid Primary System mileage will increase 0.1 + - mile, the Emery County "B" mileage will be increased 0.5 + - mile, and Castle Dale City "C" mileage will be increased 0.3 + - mile.
5. That Exhibit "A" attached herewith, illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 20th day of March, 1964.

STATE ROAD COMMISSION OF UTAH



Chairman

  
Commissioner

W. H. Strong  
Commissioner

Amos K. Bagley  
Commissioner

W. J. Smith  
Commissioner

ATTEST:

Clarence J. Alfred  
Secretary

Order of May 21, 1911.  
Certification of the  
Board to be in the  
position. Approval  
is hereby given.  
during the  
the system location  
participation.

usually not required in cases of  
in some cases, revision of the  
changes in route length and  
incorporated in the system.

considered as





## Memorandum

U.S. DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
UTAH DIVISION

TO : Mr. C. Taylor Burton, Director of Highways  
70-PS-P Salt Lake City, Utah

DATE: July 27, 1964

In reply refer to: 09-42.4

FROM : Grant E. Meyer, Division Engineer  
Salt Lake City, Utah

SUBJECT: Utah Federal-aid Primary System  
Revision of FAP Route 24

We refer to your letter of May 29, 1964, requesting a revision of FAP Route 24 in the vicinity of Castle Dale. As a general rule, such changes are considered to be in the nature of an alignment change rather than a system revision. Approval of the PS&E and title sheet showing the revised location is normally considered sufficient to cover minor route realignment during construction. At that time, the new alignment becomes the system location on which improvements are eligible for Federal participation.

Formal system changes are generally not required in those instances involving minor realignment. In some cases, revision of the route sketch map would be appropriate. Changes in route length due to construction on the new alignment are incorporated in the annual official mileage summary.

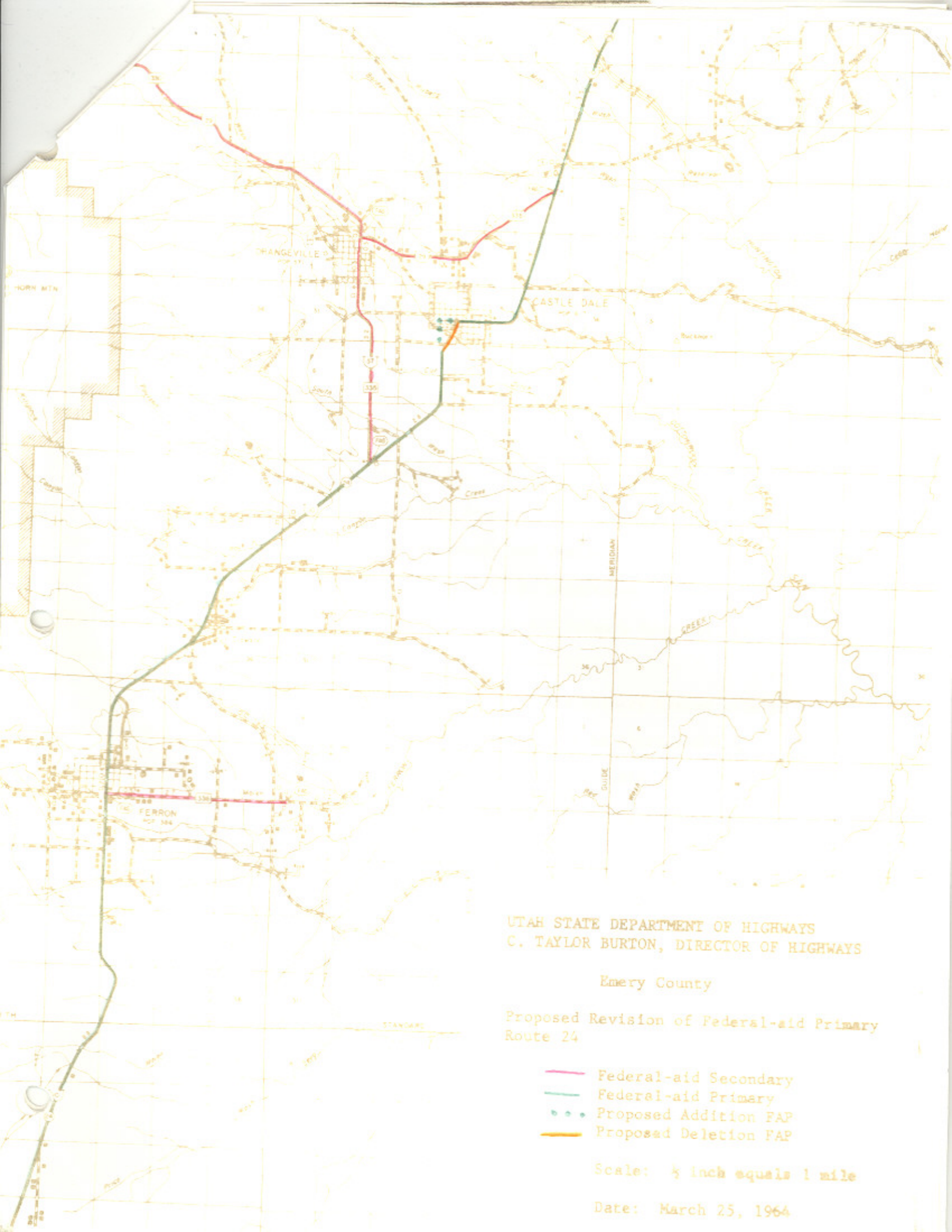
Formal system action in this case is not considered to be required.

[illegible]UTAH STATE  
DEPT. OF HIGHWAYS

1964 JUL 28 AM 10 27

RECEIVED





UTAH STATE DEPARTMENT OF HIGHWAYS  
C. TAYLOR BURTON, DIRECTOR OF HIGHWAYS

Emery County

Proposed Revision of Federal-aid Primary  
Route 24

- Federal-aid Secondary
- Federal-aid Primary
- Proposed Addition FAP
- Proposed Deletion FAP

Scale:  $\frac{1}{4}$  inch equals 1 mile

Date: March 25, 1964



Relinquishment of Realigned Highway  
Change and Transfer in State and Federal-Aid Route Numbers  
(Authority: Sec. 27-12-29, UCA, 1953, as Amended)

83

SR-10

RESOLUTION

State Route 10 / *46*

WHEREAS, with the completion of Project NF-024-2(1) near Huntington and

WHEREAS, to maintain continuity in the State Road System and

WHEREAS, a portion of the old alignment of State Route 10 will no longer be justified as a part of the State Highway System but, nevertheless, portions of the old alignment not inundated by the construction of Huntington Reservoir will still serve as a public road.

NOW, THEREFORE, pursuant to the authority of Section 27-12-29, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

1. That State Route 10 be transferred to the new roadway created by the completion of Project NF-024-2(1).

2. That the old alignment of State Route 10 between engineer stations 952 + 00 and 1092 + 91 be transferred to the jurisdiction of Emery County.

3. That by this action State Highway System mileage will be increased 0.2 + - miles and Emery County "B" mileage will be increased 2.5 + - miles.

4. That Exhibit "A" attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 6<sup>th</sup> day of November, 1964.

STATE ROAD COMMISSION OF UTAH



Chairman



Commissioner

Amos K. Bagley  
Commissioner

W. F. L. Smith  
Commissioner

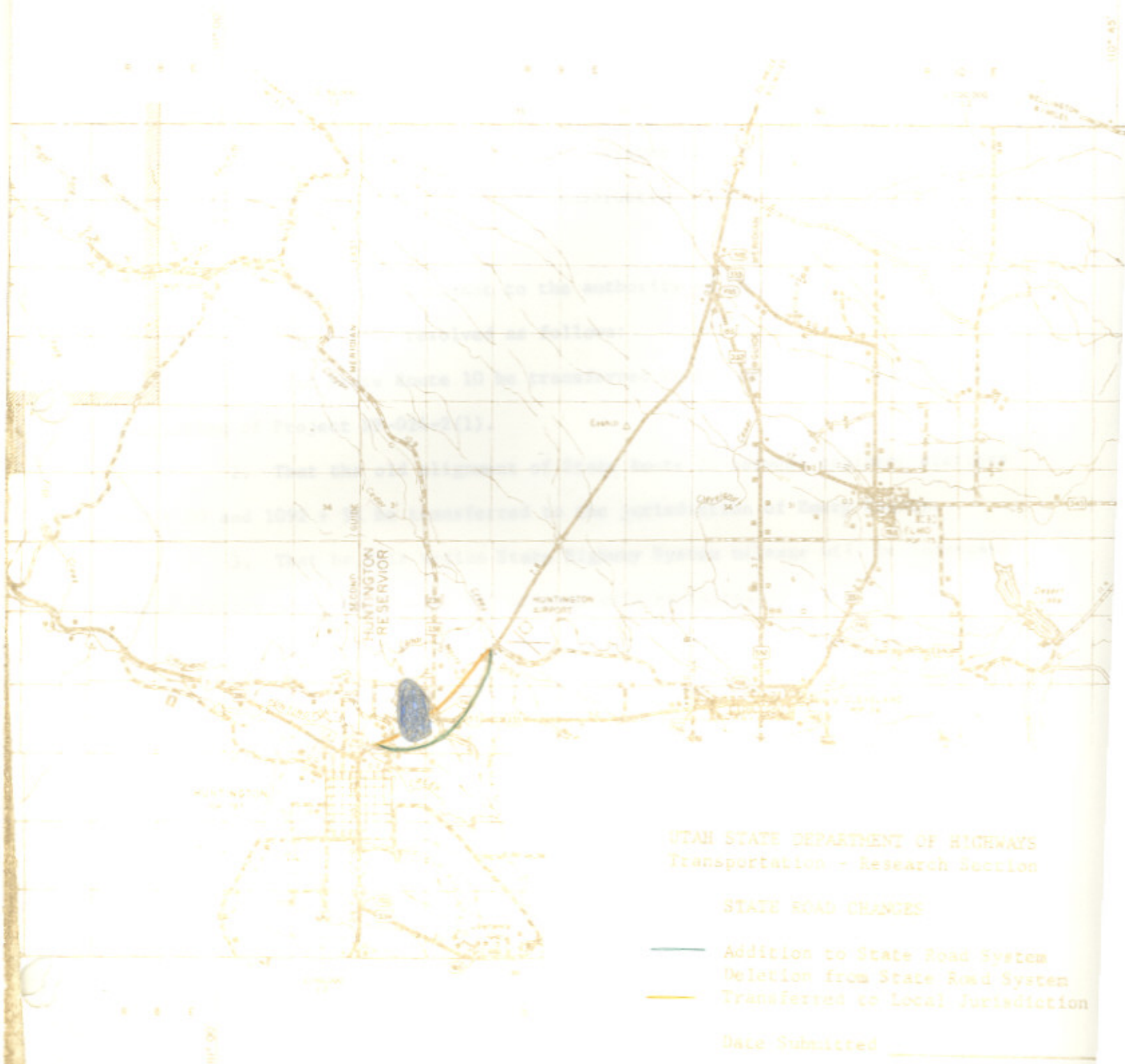
Eliza J. Smith  
Commissioner

ATTEST:

Clarence Alfred  
Secretary

# C A R B O N C O U N T Y

WEST SIDE



UTAH STATE DEPARTMENT OF HIGHWAYS  
Transportation - Research Section

## STATE ROAD CHANGES

- Addition to State Road System
- - - Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted \_\_\_\_\_

Date Approved \_\_\_\_\_



## Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: March 27, 1969

TO : Howard B. Leatham, Engineer for Planning &amp; Programming

FROM : John W. Homer *JWH*  
Right of Way EngineerSUBJECT: State Route 8 and State Route 10  
Abandonment of Old Highways

In response to your letter of February 26, 1969, we have investigated the old rights of way indicated in the papers and maps attached to the basic letter and have found the following:

The old portion of State Route 10 which the Commission proposed to abandoned was apparently acquired through prescriptive rights and upon abandonment would revert to adjacent landowners, unless required or desired by local authorities. With regard to the abandonment of State Route 8, the old road right of way will be absorbed in the new highway right of way, and rather than being abandoned or transferred to local jurisdiction, the old road surface should be obliterated. The old highway surface will be bounded on the easterly side by a common railroad right of way line and highway L/A Line and be totally within the limited access right of way for the new highway. Therefore, Commission action should be abandoned on this section of roadway.

RECEIVED

MAR 27 1969

UTAH STATE  
DEPT. OF HIGHWAYS  
CENTRAL FILES

Att.

cc & Att: B. Dale Burningham  
Wallace J. Mears

10  
and  
155  
8

Interim Designations and Deletions - Federal-aid Highways  
Authority: Sec. 27-12-27, UCA, 1953, As Amended

8-10-2  
8-155-1

R E S O L U T I O N

State Routes 10 & 155

WHEREAS, with the completion of Project F-024-2(8) from near the Carbon County line southerly toward Huntington, a distance of 4.8 + - miles, has resulted in the construction on new alignment, sections of new roadway, and

WHEREAS, remaining portions of the old alignment will no longer serve as a public roadway, and

WHEREAS, it has been recommended by Mr. James L. Deaton, District Engineer, that all portions of the old alignment be abandoned, and

WHEREAS, to maintain continuity in the State System of Highways.

NOW THEREFORE, pursuant to the Authority of Section 27-12-27, UCA, 1953, As Amended, it is hereby resolved as follows:

1. That all portions of State Route 10 constructed on new alignment as a result of Project F-024-2(8) be designated as a part of State Route 10.
2. That all remaining portions of the old alignment of State Route 10 be abandoned from the State System of Highways.
3. That the new connection of State Route 155 to the new alignment of State Route 10 be designated as a part of State Route 155.
4. That by this action State Highway System mileage will decrease 0.125 mile.
5. That the map attached herewith illustrating the action taken herewith be hereby incorporated as a part of this submission.
6. That the memorandum from Mr. James L. Deaton, pertaining to his recommendation for the abandonment of the aforementioned roadway be hereby incorporated as a part of this submission.

Dated this 24th day of Aug. 1969, 1969.

STATE ROAD COMMISSION OF UTAH

RESOLUTION

State Routes 10 & 155

Page 2

Arthur J. Hamilton

Chairman

Henry A. Chandler

Vice-Chairman

Wesley H. Peck

Commissioner

B. Y. Jackson Cox

Commissioner

Frank Ford

Commissioner

ATTEST:

Wanda H. Bentley

Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Resolution & Location

Map sent to:	James Deaton	Wallace Liddle	E. Paul Gilgen
	W. L. Anderson	David Sargent	Charles Bertolina
	Ralph Murdock	Alex E. Mansour	Jim West
	Dean Steed	Keith Rosevear	Ellen Wandell
	Porter M. Gooch	Robin Hood	Don Jensen
	Robert Walsh	Harold Brown	Ken Riddle
	Lillian Witkowski	Ray Behling	Winston Neiman
	J. Edward Johnston	Lucy Ann Bean	Robert Weadon
	James N. Adams	John W. Homer	
	Janiel Little	Evelyn Grill	
	Chauncey Powis	Ezra Christensen	
	Maurice Richey		

April 7, 1969

Mr. Norm Hancock  
Game Management Section  
Utah State Fish & Game Department  
1596 West North Temple  
Salt Lake City, Utah 84104

Dear Mr. Hancock:

Subject: Addition of State Route 155,  
Deletion of the old alignment of State Route 10  
in Emery County

Effective March 28, 1969, the State Road Commission adopted a resolution to abandon the old alignment of State Route 10 created by the construction of Project F-024-2(8), and to designate the new connection of State Route 155 to the new alignment of State Route 10 as a part of State Route 155.

Attached is a copy of the resolution and a location map.

Very truly yours,

B. Dale Burningham  
Chief Research Engineer

Attachment

## Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: October 28, 1968

TO : B. Dale Burningham  
Planning Statistics Supervisor

FROM : James L. Deaton  
District Engineer

SUBJECT: Disposition of Highways resulting from reconstruction on  
new alignment

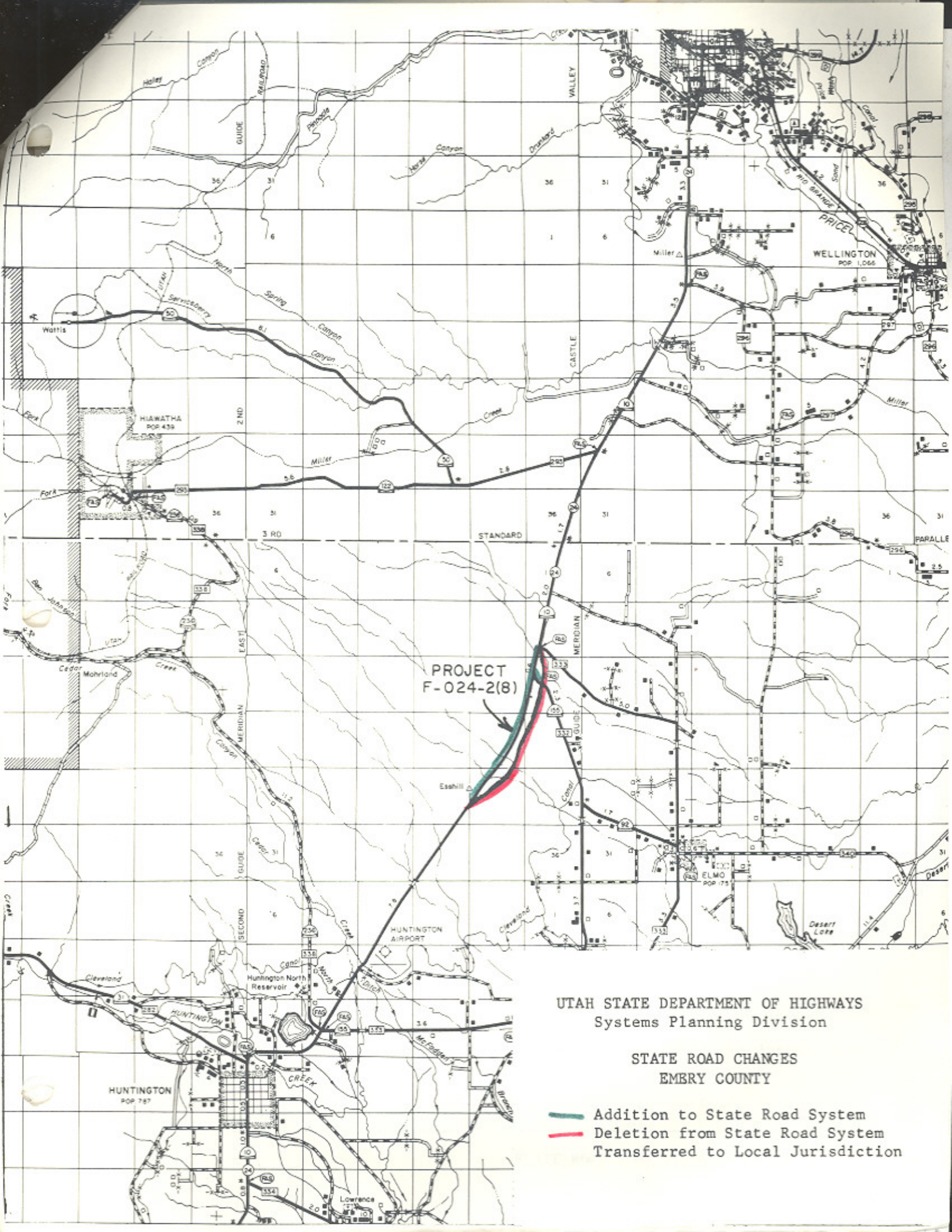
Pursuant to your memorandum dated October 22, 1968, it is the District Engineer's recommendation that the following highways on the old alignment be abandoned: Projects F-024-2(8), F-028-3(9), FLH-42(6), and S-0370(4).

For your further information, there is not enough of the old existing alignment remaining outside of the new Right-of-Way lines that would involve local concern, and accordingly, local authorities have not been consulted in this recommendation.

JLD:sl

*"safe today - alive tomorrow"*








PROJECT  
F-024-2(8)

UTAH STATE DEPARTMENT OF HIGHWAYS  
Systems Planning Division

STATE ROAD CHANGES  
EMBURY COUNTY

-  Addition to State Road System
-  Deletion from State Road System
-  Transferred to Local Jurisdiction



Interim Designations and Deletions - Federal-aid Highways  
Authority: Sec. 27-12-27, UCA, 1953, As Amended

## RESOLUTION

State Route 10

WHEREAS, the construction of Project F-024-2(7) has resulted in the construction on new alignment a portion of new roadway from Huntington Airport northerly 4.318 miles in Emery County, and

WHEREAS, no portions of the old alignment of State Route 10 will serve as public roads, and

WHEREAS, it has been recommended by Mr. James L. Deaton, District Engineer, that all portions of the old alignment be abandoned,

NOW THEREFORE, pursuant to the authority of section 27-12-27, UCA, 1953, as amended, it is hereby resolved as follows:

That all portions of the new alignment constructed as a result of Project F-024-2(7) be designated as a part of State Route 10 and that all remaining portions of the old alignment be abandoned,

That by this action State Highway System mileage will not change as the new alignment parallels the old alignment,

That the map illustrating the action taken herewith be hereby incorporated as a part of this submission.

Dated this 9th day of October, 1970.

STATE ROAD COMMISSION OF UTAH

Clay A. Church  
Chairman

R. L. Lounsbury  
Vice-Chairman

RESOLUTION  
State Route 10  
Page 2

*Wm. A. Winter*  
\_\_\_\_\_  
Commissioner

*Geo. W. Pratt*  
\_\_\_\_\_  
Commissioner

*Frank T. Smith*  
\_\_\_\_\_  
Commissioner

ATTEST:

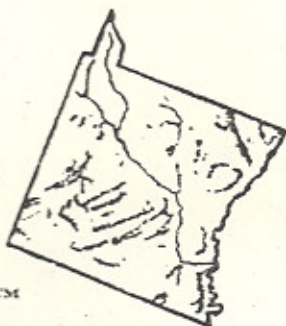
*Russell A. Stenning*  
\_\_\_\_\_  
Secretary



GLEN P. BOTT, CLERK

A GREAT FUTURE

WITH COAL, GAS AND URANIUM



Office of Emery County Clerk  
Castle Dale, Utah

November 12, 1970

James L. Deaton, District Engineer  
Utah State Department of Highways  
Price, Utah

Dear Sir:

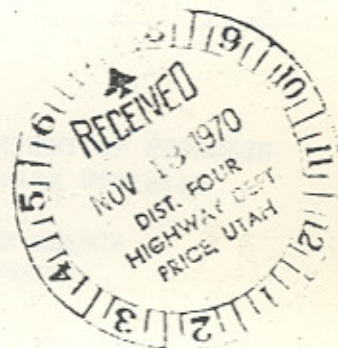
Emery County is in receipt of your notice of abandonment of the old alignment of State Route 10, Created by Project F. 024-2 (7) from Huntington Airport northerly.

At the regular Emery County Commisisoners meeting on Nov. 4, 1970 the above matter was given due consideration. It being realized at that time that Emery County has no interest in said old alignment and therefor wishes to assume no reponsibility for the same.

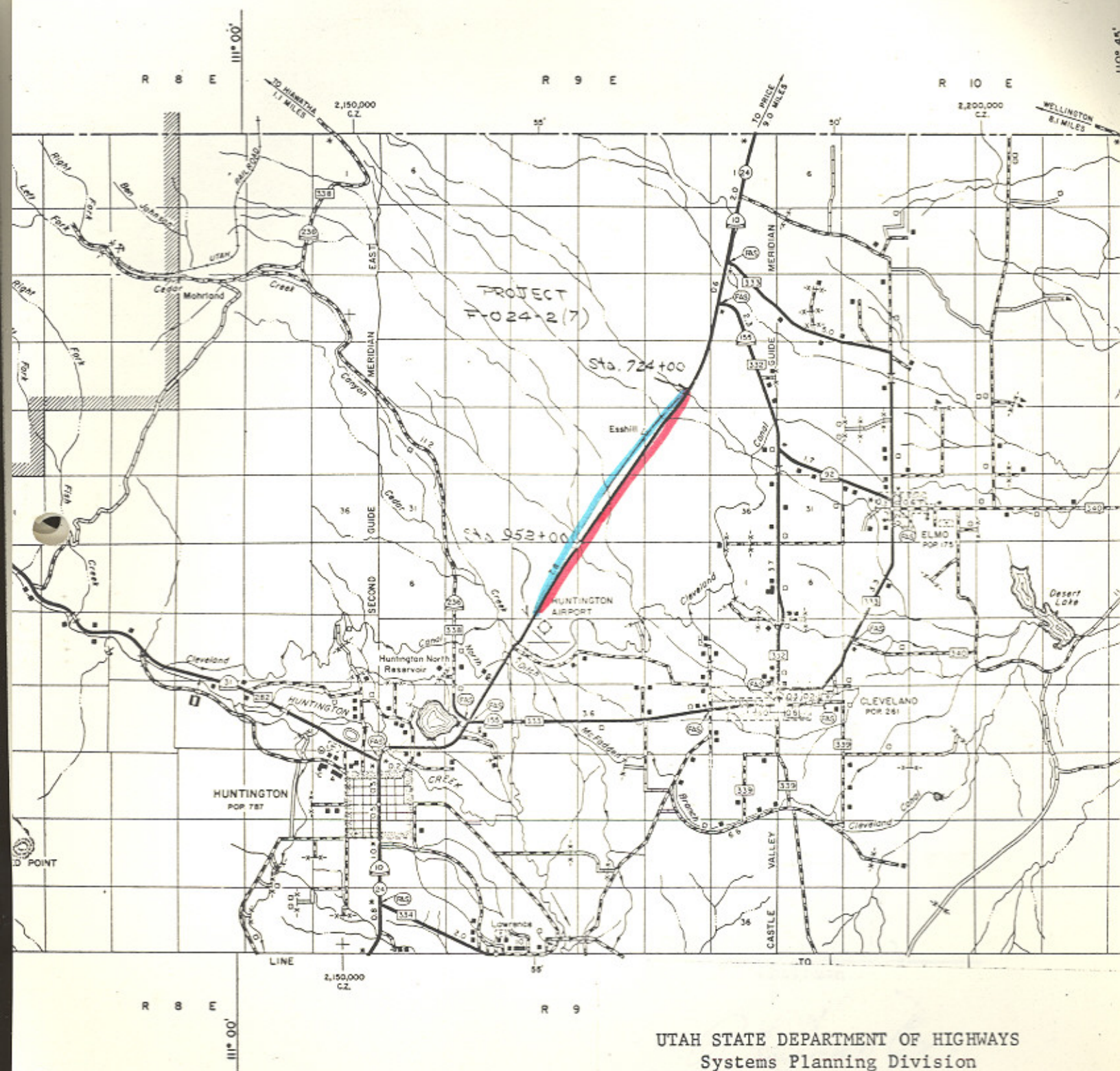
Very Truly Yours

The Emery County Commission

*Glen P. Bott*  
By Glen P. Bott, Clerk







UTAH STATE DEPARTMENT OF HIGHWAYS  
Systems Planning Division

STATE ROAD CHANGE  
EMERY COUNTY

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction



UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Resolution and location map sent to:

James L. Deaton  
Jerry Fenn  
Ralph Murdock  
Dean Steed  
Porter M. Gooch  
Robert Walsh  
Lillian Witkowski  
Maurice RiChay  
James N. Adams  
Evelyn Crill

Wallace Liddle  
David Sargent  
Art Geurts  
Keith Rosevear  
Robin Hood  
Harold Brown  
Ray Behling  
Bonnie Garcia  
John W. Homer  
Chauncey Powis

E. Paul Gilgen  
Charles Bertolina  
Jim West  
Ellen Wandell  
Don Jensen  
Ken Riddle  
Winston Neiman  
Robert Weadon  
Beatrice Miller  
Ezra Christensen

October 28, 1970

Mr. Gardell Snow, Chairman  
Emery County Commission  
Emery County Courthouse  
Castle Dale, Utah 84513

Dear Mr. Snow:

Subject: New alignment of a portion of State Route 10  
in Emery County

On October 9, 1970, the Utah State Road Commission adopted a resolution to abandon a portion of the old alignment of State Route 10 created by the construction of Project F-024-2(7) from the Huntington Airport northerly 4.318 miles in Emery County.

Attached is a copy of the resolution and a location map.

Very truly yours,

B. Dale Burningham  
Chief Research Engineer

Attachment

Interim Designation and Deletion of Federal-aid Highway  
Authority: Sec. 27-12-27, UCA, 1953, As Amended

SR-10  
EMERY  
9

R E S O L U T I O N

State Route 10

WHEREAS, with the completion of Project DP-F-024-2(12) from Ferron City southerly to Muddy Creek in Emery County, a distance of 10.4 + - miles has resulted in the construction on new alignment, sections of new roadway, and

WHEREAS, the old alignment will serve as a public roadway though not justified as a part of the State System of Highways, and

WHEREAS, it has been recommended by Mr. James L. Deaton, District Engineer, and concurred in by the Emery County Commission, that all portions of the old alignment of State Route 10 be transferred to the jurisdiction of Emery County, and

WHEREAS, to maintain continuity in the State System of Highways.

NOW THEREFORE, pursuant to the Authority of Section 27-12-27, UCA, 1953, as amended, it is hereby resolved as follows:

That all portions of highway constructed as a result of Project DP-F-024-2(12), be designated as a part of State Route 10,

That the old alignment of State Route 10 be transferred to the jurisdiction of Emery County,

That by this action State Highway System mileage and Federal-aid Primary System mileage will decrease 0.8 + - mile, and Emery County "B" System mileage will increase 8.9 + - miles,

That the memorandum from Mr. James L. Deaton, pertaining to his recommendation for the relocation of State Route 10, and the letter from the Emery County Commission indicating their concurrence in the transfer of the old alignment of State Route 10 to their jurisdiction, be hereby incorporated as a part of this submission,



That the map attached illustrating the action taken herewith be hereby  
incorporated as a part of this submission.

Dated this 9th day of February, 1973.

STATE ROAD COMMISSION OF UTAH

Chairman

B. LaSalle Cox

Vice-Chairman

Frederick F. Fife

Commissioner

Ross H. Hunt

Commissioner

Charles H. Hunt

Commissioner

ATTEST:

Ronald A. Leakey

Secretary

A Great Future  
With Coal, Gas and Uranium



Emery County Board of Commissioners  
Castle Dale, Utah 84513

Jan. 15, 1973

Gardell Snow, Chairman  
Glenn E. Jones  
Kent Stillson  
Glen F. Butt, Clerk

Mr. James L. Deaton- List. Eng.  
Utah State Dept. of Highways  
Price Utah.

Re. U-10 Abandonment

Dear Sir:

We have consulted with the property owners along the old U-10 in Moore concerning abandoning of that section of the U-10 from Moore north to the Y intersection with the Dry Wash road. There is apparently some conflicting interests involved and to insure harmony, the Emery County Commission feels that it would be for the best interests of all ~~concerned~~ concerned if the entire section revert to the County rather than to adjacent property owners.

We hereby accept the recommendation you propose in your letter of August 14, and as the accompanying plan sheet shows it, and authorize you to proceed with the transfer.

We appreciate the cooperation of the State Road Dept. in helping us with our County problems.

Very truly yours,

Gardell Snow

Glen E. Jones

Kent Stillson



## Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: January 19, 1973

TO : B. Dale Burningham, P.E.  
Chief Research Engineer

FROM : James L. Deaton *JLD*  
District Engineer

SUBJECT: DP-F-024-2(12) Ferron City South to Muddy Creek  
Emery County  
Project Length 10.413 miles  
Policy and Procedure Memorandum 07-4

In accordance with P.P.M. 07-4, it is the District's recommendation that the above captioned project be transferred to Emery County jurisdiction. The transfer to Emery County jurisdiction is necessary in order to maintain continuity of service.

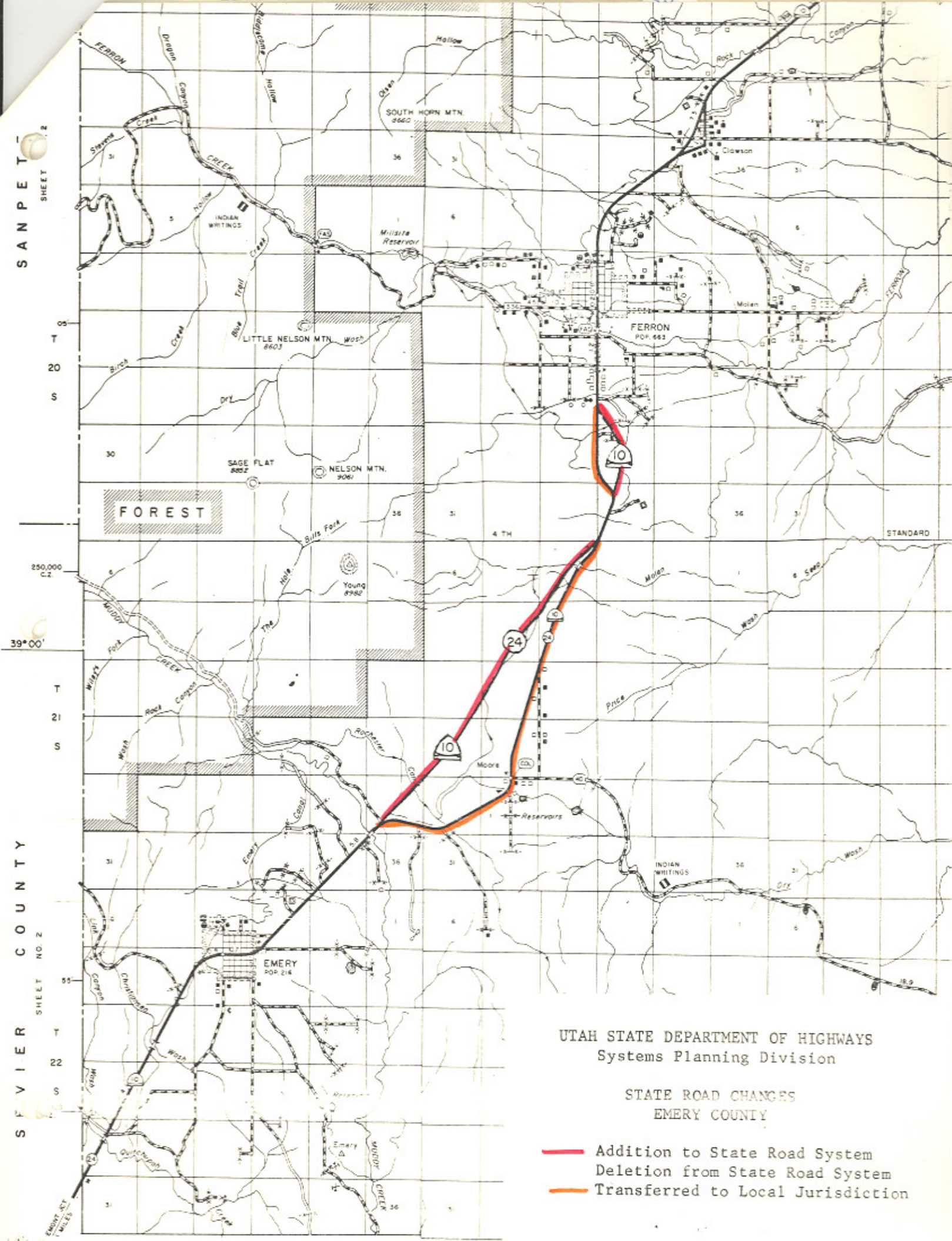
Attached is a letter dated January 15, 1973 signed by Mr. Gardell Snow and Mr. Glen E. Jones, Chairman and member of the Emery County Board of Commissioners in which they also recommend in the interest of harmony and public relations that the old alignment shown on the attached two plan sheets marked in red be transferred to their jurisdiction.

JLD:slj

cc: Blaine J. Kay, P.E., State Highway Engr.  
Fran Felch, State Road Commissioner  
Board of Emery County Commissioners

Enclosures: (ltr., 2 maps)





UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Information sent to: Mr. James L. Deaton, District #4 Engineer

Jerry Fenn	Clarence Stephens	Ellen Wandell	Charles Bertolina
Ralph Murdock	Evelyn Crill	Harold Brown	Jim West
Dean Steed	Wallace Liddle	Ray Behling	Don Jensen
Porter M. Gooch	David Sargent	Bonnie Garcia	Clarence Bywater
Keith Rosevear	David E. Kennison	John W. Homer	Ken Riddle
Robert Walsh	Robin Hood	Chauncey Powis	Winston Neiman
Lillian Witkowski	Ezra Christensen	E. Paul Gilgen	Robert Weadon
Mary Decker	Bert Kros	Steve Lawson	

March 15, 1973

Mr. Gardell Snow, Chairman  
Emery County Commission  
Emery County Courthouse  
Castle Dale, Utah 84513

Dear Commissioner Snow:

Subject: Realignment of State Route 10 in Emery County

Effective February 9, 1973, the State Road Commission of Utah adopted a resolution to transfer that portion of the old alignment of State Route 10 created by the construction of Project DP-F-024-2(12) from Ferron City southerly to Muddy Creek to the jurisdiction of Emery County.

Attached is a copy of the resolution and a location map.

Very truly yours,

L. R. Jester, P.E.  
Chief, Systems Planning Div.

Attachment

BDB:WDM:RDent:bt



SK-283,  
55 and 10  
Price  
17  
Carbon

P

# RESOLUTION

## Realignment of State Route 283, Realignment of State Route 55, Addition to State Route 10

WHEREAS, the Utah Department of Transportation is in the process of reconstructing US 6 around Price, Utah, and

WHEREAS, The Department, in the construction of the highway project, finds it necessary to make changes in State Route 55, State Route 10, and State Route 283 in Price, and

WHEREAS, Price City agrees to the realignment of US 6 and the realignment of State Route 55, State Route 10 and State Route 283.

NOW THEREFORE BE IT RESOLVED THAT, the Utah Transportation Commission conveys that section of State Route 55 from Carbon Avenue along Main Street to 3rd East Street to Price City; who will assume all administrative and maintenance responsibilities, and

BE IT RESOLVED THAT, State Route 283 from Main Street along 4th East Street to 4th North Street be abandoned from the State System and Price City will assume all administrative and maintenance responsibilities, and

BE IT RESOLVED THAT, Price City may not abandon these roads without prior approval of the Utah Transportation Commission and Federal Highway Administration, and

BE IT FURTHER RESOLVED THAT, the portion of State Route 55 from Main Street along Carbon Avenue to 1st North Street be dropped from State Route 55 and added to State Route 10, and

BE IT RESOLVED, that State Route 55 be realigned from Carbon Avenue along 1st North Street to 3rd East Street from 1st North Street along 3rd East Street to Main Street, and



SR-283,  
55 and 10

BE IT RESOLVED THAT, State Route 283 proceed from 1st North Street along 3rd East Street to 6th North Street, from 3rd East Street along 6th North Street to 6th East Street from 6th North Street along 6th East Street to 4th North Street and from 6th East Street along 4th North Street to 3rd East Street, and

BE IT FURTHER RESOLVED THAT, the attached maps, correspondence and agreement be a part of this document, and

FINALLY THAT, by this action, Price City "C" mileage will decrease 0.42 miles, increasing the State's mileage by 0.42 miles.

This action becomes effective upon the approval by the Federal Highway Administration.

Dated this 21st day of April, 1978

UTAH TRANSPORTATION COMMISSION

R. La Juan Cox  
Chairman

Wayne A. Hittman  
Vice-Chairman

Chas. E. Lee, Jr.  
Commissioner

Henry A. Schmidt  
Commissioner

Samuel J. Eagle  
Commissioner

ATTEST:

Donald A. Feunley  
Secretary

SR-283,  
55 and 10

W. AXELGARD  
MAYOR  
COUNCILMEN  
MARK HANSON  
TOYATWOOD  
JAMES L. JENSEN  
AMEL DENISON  
BARNEY DEVIETTI

PRICE MUNICIPAL CORPORATION



GARY R. TOMSIC  
ADMINISTRATIVE OFFICER  
RECORDS  
P. HAMPTON MCARTHUR  
FINANCE OFFICER-TREASURER  
LUKE B. PAPPAS  
CITY ATTORNEY  
A. JOHN RUBBERI  
CITY JUDGE  
ARTHUR POLONI  
POLICE CHIEF  
JOHN S. HUEFNER  
CITY ENGINEER

November 11, 1977

Mr. Archie Hamilton  
UDOT  
District #4  
P.O. Drawer "R"  
Price, UT 84501

Dear Mr. Hamilton:

With work progressing on the Price By-pass, we thought now an opportunity to renew a request made to the Department of Transportation last year. We request that the present state designation on Fourth East from Main Street to Fourth North be changed to Third East from Main Street to Sixth North, thence east to Sixth East to Fourth North, thence west back to Third East. Such a designation would encompass all of the streets around the College of Eastern Utah.

Price City believes this change would best facilitate our proposed First North west entrance into the City. Third East Street is the only north-south collector in the City running from Eighth North to Main Street. It is a primary traffic carrier and will continue to be so when the west entrance onto First North Street is completed. As traffic enters on First North, it will proceed to Third East where it will be directed either north or south back to U.S. 50 & 6 (Main Street).

We will appreciate your favorable consideration of this request.

Sincerely,

PRICE MUNICIPAL CORPORATION

*Walter T. Axelgard*

Walter T. Axelgard  
Mayor

WTA:kk

SR-283,  
55 and 10

AXELGARD  
MAYOR  
COUNCILMEN  
MARK HANSON  
TOYATWOOD  
JAMES L. JENSEN  
AMEL DENISON  
BARNEY DEVIETTI

PRICE MUNICIPAL CORPORATION



GARY R. TOMSIC  
ADMINISTRATIVE OFFICER  
RECORDS  
P. HAMPTON MCARTHUR  
FINANCE OFFICER-TREASURER  
LUKE O. PAPPAS  
CITY ATTORNEY  
A. JOHN RUGGERI  
CITY JUDGE  
ARTHUR POLONI  
POLICE CHIEF  
JOHN S. HUEFNER  
CITY ENGINEER

Sept. 28, 1977

Archie Hamilton, Pre-construction Engineer  
Utah Dept. of Transportation  
District #4 Office  
P.O. Box 'R'  
Price, Utah 84501

Dear Mr. Hamilton:

Pursuant to telephone conversation of September 28, 1977 I am writing to set forth our preference as to the new by-pass's First North Street entrance into Price City.

As you will recall, last year a contingency of businessmen and myself met with the State Highway Commission to discuss moving the freeways West Price entrance onto First North and continue the State designation to either Third or Fourth East before dropping traffic back onto Main Street. The original proposal called for traffic to re-enter Main Street on Carbon Avenue.

After studying the proposal Price City requests that the traffic re-enter Main Street via Third East Street. We believe this proposal to be consistent with our future plans to up-grade Third East from First North to Fifth North (CEU Campus) and have that designated as a State Highway. Fourth East to CEU is presently on the State system.

Thank you for your consideration of this matter.

Sincerely,

Walter T. Axelgard  
Mayor



## A G R E E M E N T

5K-283,  
55-0410

In accordance with Sections 27-12-27, 27-12-28, 27-12-29 and 27-12-102 of the Utah Code Annotated 1953 as amended.

THIS AGREEMENT, made and entered into this 24 day of February 19 78, by and between the Utah Department of Transportation, hereinafter called the "Department" and the Authorized Officials of Price City hereinafter called "Price City" (City, County, etc.)

## WITNESSETH:

WHEREAS, the Department proposes the construction of a highway between Blue Cut and East Price known as Project No. RF-02B(2)17, and has prepared a plan showing that portion of the highway within the limits of and/or affecting the roads of Price City (City, County, etc.)

The plan which is attached to and becomes a part of this agreement shows the location of the proposed highway, the location of proposed access and frontage roads and the roads which cross or connect with existing roads in Price City (City, County, etc.)

The plan is marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility, and

NOW THEREFORE, it is agreed:

1. The Department, in the construction of the highway project, will at the expense of the Department, make the changes in the roads of Price City (City, County, etc.) in accordance with the plan, or as may hereafter be agreed between the parties hereto.
2. Price City (City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with City (City, County, etc.) roads as shown on the plan; also, to the closing, relocation, abandonment, or transfer of the roads as shown by the special markings on the plan.
3. The Department will retain control and maintenance of the roads which are adopted or recommended for adoption by the Department or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan. Price City

and the roads which cross or connect with existing roads in Price City  
(City, County, etc.)

The plan is marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility, and

NOW THEREFORE, it is agreed:

1. The Department, in the construction of the highway project, will at the expense of the Department, make the changes in the roads of Price City  
(City, County, etc.)  
in accordance with the plan, or as may hereafter be agreed between the parties hereto.

2. Price City  
(City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with City  
(City, County, etc.) roads as shown on the plan; also, to the closing, relocation, abandonment, or transfer of the roads as shown by the special markings on the plan.

3. The Department will retain control and maintenance of the roads which are adopted or recommended for adoption by the Department or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan. Price City  
(City, County, etc.)  
will assume control and maintenance of all other roads which are within its jurisdiction, and as marked on the plan upon notice from the Department. Notification will be given by the Department at the time maintenance responsibility is to be assumed by  
Price City  
(City, County, etc.)

4. This agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary in the public interest.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized officers on the day and year listed above.

County of \_\_\_\_\_, State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

By \_\_\_\_\_  
Chairman of Board of Co. Commissioners

By William J. Hurley  
Director of Department of  
Transportation

ATTEST \_\_\_\_\_  
County Clerk

ATTEST Frank J. Pennington  
Secretary

By Nathaniel J. Shepard  
Mayor or Town President

ATTEST Dan R. Jones  
City or Town Clerk



OFFICIAL CITY MAP  
PRICE, UTAH

Adopted this \_\_\_\_\_ day

Price City

*John J. Allen*  
Mayor



RL-8

PARKDALE TOWNSITE  
R-6

RM15

RM-7

RM15

D MD

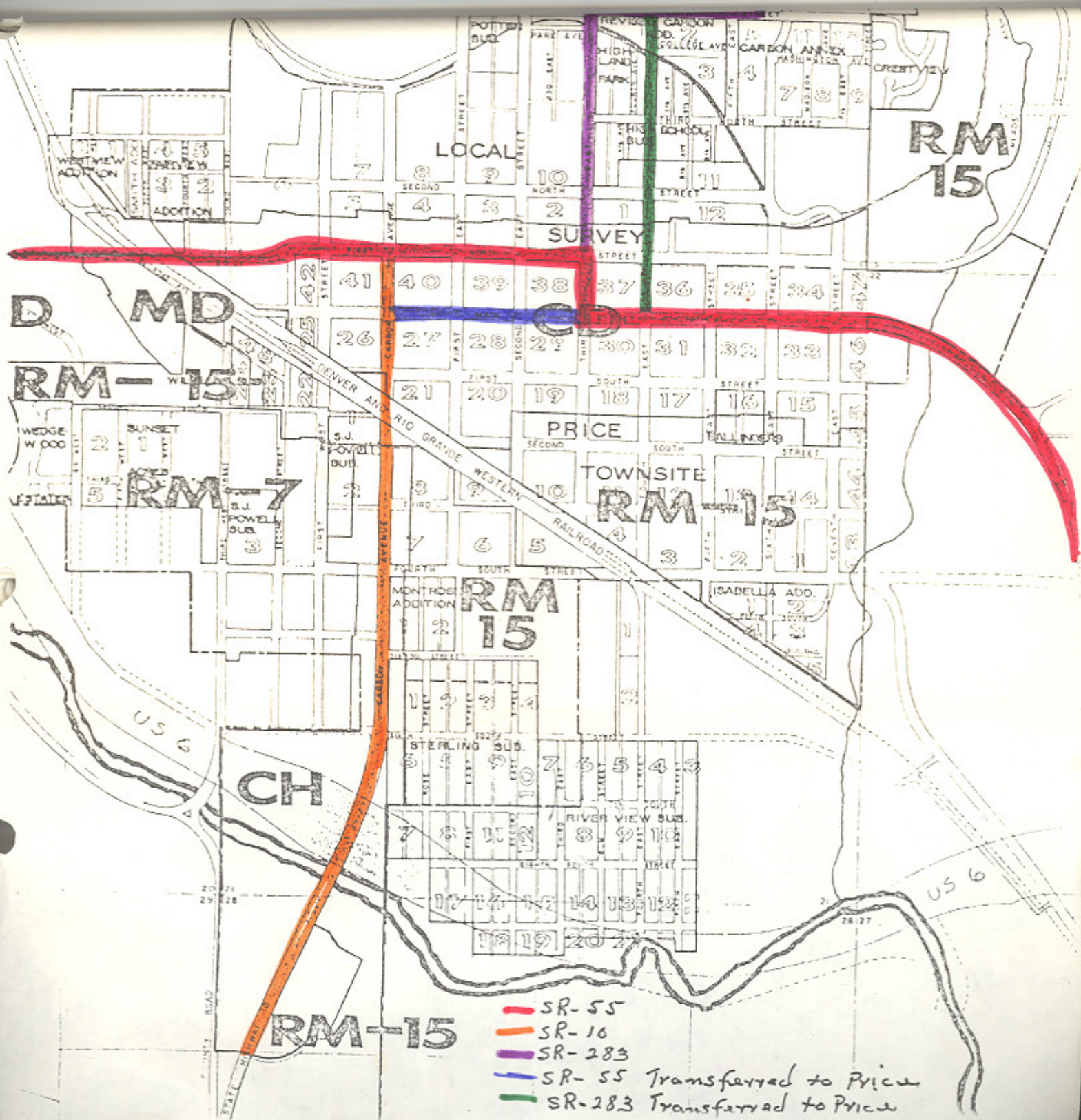
RM-15

RM-7

RM-15

RM15





# Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: April 3, 1978

TO : Ron Fernley  
Commission Secretary

FROM : L. R. Jester, P.E. *L.R.J.*  
Engineer for Transportation Planning

SUBJECT: Resolutions Affecting SR-139 and SR-55, 10, 283

Howard Leatham will present resolutions affecting SR-139 in Carbon County and SR-55, SR-10 and SR-283 in Price City to the Transportation Commission on April 14, 1978. I have attached three agreements signed by the proper local officials. Would you please have these agreements signed if the Commission approves the resolutions and return them to Wally Mears, of my Division, for distribution.

Attachments



## UTAH STATE DEPARTMENT OF HIGHWAYS

May 1, 1978

C  
The Honorable Walter T. Axelgard  
Mayor of Price  
Price City Offices  
Price, Utah 84501

Dear Mayor Axelgard:

O  
Subject: Realignment, addition and transfer of State Routes in Price City

On April 21, 1978, the Utah Transportation Commission approved the realignment of State Route 283, State Route 55 and the addition to State Route 10 in Price City.

P  
The old alignments of State Routes 55 and 283 are transferred to the jurisdiction of Price City.

Enclosed is a copy of the resolution and a location map.

Very truly yours,

Y  
L. R. Jester, P.E.  
Engineer for Transportation Planning

## Enclosure

Same letter sent to: Sterling Davis, District #4 Director  
Howard B. Leatham, Engineer for Policy & Systems Planning

Jerry Fenn  
Ralph Murdock  
Dennis Spackman  
Robert Wheadon  
Keith Rosevear

W. J. Stephenson  
J. Q. Adair  
James Naegle  
Robin Hood  
Art Guerts

Martin Cutler  
Ray Behling  
Bonnie Garcia  
John W. Homer  
Jo Ann Slaugh

Charles Bertolina  
E. E. Lovelace  
Don Jensen  
Clarence Bywater  
Ken Riddle



STATES GOVERNMENT  
Memorandum

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

Utah Division

DATE: October 2, 1978

In reply  
refer to: HRP-UT

SUBJECT: FAP System Change No. 1 - FAP Routes 24 and  
54 in Price

FROM: Division Administrator  
Salt Lake City, Utah 84147

TO: Mr. William D. Hurley, P.E.  
07-SP Director of Transportation  
Salt Lake City, Utah 84114

RECEIVED  
Utah State Department of Transportation  
Transportation Planning Division

OCT 4 1978  
AM  
7 8 9 10 11 12 1 2 3 4 5 6

Reference is made to your September 12 and 21, memorandums on the above subject.

Your request to change the functional classification of portions of First North, Third East, and Main Street in Price as outlined in the above referenced memorandums is approved. This change increases the "other principal arterial" mileage by 0.1 mile and decreases the "local" mileage by 0.1 mile for current totals of 681.1 and 31,343.6 miles respectively.

Your request to relocate a portion of FAP 54 and extend FAP 24 by 0.1 mile as described in the above referenced memorandums and attachments is also approved. This change will increase FAP mileage by 0.1 mile for a total FAP mileage of 2,584.6 miles.

*George W. Bohn*  
George W. Bohn, P.E.

RESOLUTION

WHEREAS, with the completion of Project N.F. 024-2(1) near Huntington, a portion of the old alignment of State Route 10 is no longer justified as part of the State Highway System, and

WHEREAS, the Plans and Estimates Section has reviewed the title to the property and has no objection to its abandonment and Emery County has no interest in the right-of-way over the following described property, and

WHEREAS, the Transportation Commission abandoned the right-of-way on the following described property on December 6, 1964, but a Resolution containing a property description is necessary for recordation in the County Records Office.

NOW THEREFORE, pursuant to the authority of Section 27-12-29, UCA, 1953, as amended, is hereby resolved as follows:

1. That State Route 10 be transferred to the new roadway created by completion of Project N.F. 024-2(1).
2. That the old alignment of State Route 10 between Engineer Stations 1074+35 and 1088+12 be abandoned to the abutting landowners. This right-of-way is over the following described property:

Right-of-way for highway known as F.A. Project No. 4-C-D-E across the grantors land in the SE $\frac{1}{4}$  SW $\frac{1}{4}$  of Section 18, T. 17 S., R. 9 E., S.L.M. Said right-of-way is contained within a parcel of land 100 ft. wide. 50 ft. on each side of the center line of survey of said project. Said center line is described as follows:

Beginning at the intersection of the east boundary line of said SW $\frac{1}{4}$  of Section 18 and said center line of survey at Engineer's Station 1074+35, which point is 1177 feet north, from the south  $\frac{1}{4}$  corner of said Section 18; thence S. 69 degrees 59' W., 1421 feet to the intersection of said center line of survey at Engineer's Station 1088+12 and the west boundary line of said grantors land, which point is 673 ft. north and 1335 ft. east from the southwest corner of said Section 18, as shown on the official map of said project on file in the office of the State Transportation Commission of Utah. Above described parcel of land contains 3.26 acres, of which 0.10 acre is now occupied by the existing highway. Balance 3.16 acres.

R.O.W.  
52 10

Dated this 17th day of February, 1979

UTAH TRANSPORTATION COMMISSION

B. LaSalle Cox

Chairman

William J. Hunter

Vice-Chairman

John E. Lund

Commissioner

Clay A. Church

Commissioner

ATTEST:

Samuel D. Egan

Commissioner

David A. Fairley

Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS

March 5, 1979

C  
Mr. D. Roger Curtis, Chairman  
Emery County Commission  
Emery County Courthouse  
Castle Dale, Utah 845113

O  
Dear Commissioner Curtis:

Subject: Property Description

P  
On February 9, 1979, the Utah Transportation Commission adopted a resolution containing the description of the old Right of Way of SR-10 near Huntington in Emery County, to allow for the disposition of said property as described in the enclosed resolution.

Y  
Enclosed is a copy of the resolution.

Very truly yours,

L. R. Jester, P.E.  
Engineer for Transportation Planning

Enclosure